

Amendments to the Claims

This listing of claims will replace all prior version, and listings, of claims in the application:

Listing of Claims:

What is Claimed is:

1. (Currently Amended) A method for carrying out gear shifting ~~and in a twin-clutch transmission, comprising wherein a downshifting is carried out~~ as a function of the type of shifting and/or at least one predetermined vehicle wheel slip parameter.
2. (Currently Amended) The method as described in Claim 1, further comprising wherein a pulling-downshifting with a pulling force interruption ~~is carried out if said at least one predetermined vehicle wheel slip parameter an increased-increases a wheel slip probability-is present as vehicle parameter.~~
3. (Currently Amended) The method as described in Claim 1, further comprising wherein a pulling-downshifting with a pulling force interruption ~~is carried out if said at least one predetermined vehicle wheel slip parameter is a-an activated cold-weather program, wherein said cold-weather program is at least one predetermined vehicle wheel slip parameter-is activated as a vehicle parameter.~~
4. (Currently Amended) The method as described in Claim 2, wherein said a-wheel slip probability parameter ~~is determined as a function comprising of the actual wheel slip that is actually present.~~
5. (Currently Amended) The method as described in Claim 4, wherein ~~the said~~ pulling force interruption ~~is carried out as a function comprising of the probability of said wheel slip probability-parameter.~~
6. (Currently Amended) The method as described in Claim 5, further comprising terminating wherein the said pulling force interruption ~~is terminated if the said wheel slip probability parameter-is decreased and thereafter initiating a pulling force restoration-is begun.~~

7. (Currently Amended) The method as described in Claim 6, wherein ~~the larger increasing~~ the degree of ~~said~~ pulling force restoration ~~becomes, decreases the smaller the~~ probability of said wheel slip probability parameter becomes.
8. (Currently Amended) The method as described in Claim 1, further comprising powering ~~wherein a pushing downshift by means of an engine torque is carried out with an engine torque intervention~~ if there is an increased probability of said wheel slip probability is present as a vehicle parameter.
9. (Currently Amended) The method as described in Claim 1, further comprising powering ~~wherein a pushing downshift by means of engine torque is carried out with an engine torque~~ if a cold-weather program is activated, wherein said cold-weather program is at least one predetermined vehicle wheel slip parameter as a vehicle parameter.
10. (Currently Amended) The method as described in Claim 8, further comprising increasing ~~wherein the said engine torque is increased while said engine torque is powering said pushing downshift during the engine torque intervention~~ for a predetermined time period by a double de-clutching, ~~so that during the slip reduction after the gear ratio change no overtorque or minimal overtorque is reduced on the clutch of the new lower gear.~~
11. (Currently Amended) The method as described in Claim 2, further comprising increasing said ~~wherein an increased wheel slip probability is present~~ if a cold-weather program is activated, wherein said cold-weather program is at least one predetermined vehicle wheel slip parameter.
12. (Currently Amended) The method as described in Claim 2, further comprising increasing said ~~wherein an increased wheel slip probability is present~~ if at least one ASR (traction control) ~~intervention and/or one ABS wheel slip intervention occurs~~ is carried out.
13. (Currently Amended) A twin-clutch transmission, ~~especially for carrying out a method as described in Claim 1,~~ comprising wherein a transmission control device for carrying out downshifting is provided as a function of the type of shifting and/or at least one predetermined vehicle wheel slip parameter.

14. (Currently Amended) The twin-clutch transmission as described in Claim 13, wherein said transmission control device ~~is provided for the recognition of~~ can recognize said at least one predetermined vehicle wheel slip parameter.
15. (New) The method as described in Claim 12, wherein said at least one wheel slip intervention is Accelerated Slip Regulation (ASR).
16. (New) The method as described in Claim 12, wherein said at least one wheel slip intervention is Anti-Lock Braking System (ABS).
17. (New) The twin-clutch transmission as described in Claim 14, wherein said at least one predetermined wheel slip parameter includes an activated Cold-Weather program.
18. (New) The twin-clutch transmission as described in Claim 14, wherein said at least one predetermined wheel slip parameter includes an Anti-Lock Brake System engaging.
19. (New) The twin-clutch transmission as described in Claim 14, wherein said at least one predetermined wheel slip parameter includes an Electronic Stability Program engaging.
20. (New) The twin-clutch transmission as described in Claim 14, wherein said transmission control device will downshift with a double declutching if said transmission control device recognizes said at least one predetermined vehicle wheel slip parameter, and said transmission control devices will downshift without said double declutching if said transmission control device does not recognize said at least one predetermined vehicle wheel slip parameter.